Electrification of Bangalore-Mysore Rail Line

1422. SHRI K RAHMAN KHAN: Will the Minister of RAILWAYS be pleased to state;

(a) whether Bangalore-Mysore Electrification work has been sanctioned;

(b) if BO, when the work is likely to be completed; and

(c) if not, whether Government would consider electrification of Bangalore-Mysore line?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) No, Sir.

(4>) Does not arise.

(c) A cost-cum-feasibility survey for electrification of Bangalore-Mysore section has been carried out. Final decision to electrify this section will, however, depend up m the availability of resources and relative priority for electrification of other high density routes.

Electric Locomotives

1423. SHRI DIPANKAR MUKHERJEE:
SHRI NILOTPAL BASU;

Will the Minister of RAILWAYS be pleased to state;

(a) whether it is a fact that there is a mismatch between the availability of electric locomotives and the electric traction work taken up by the Railways;

(b) whether it is also a fact that due to the shortage of electric locomotives, the Railwas are operating diesel locomotives on electric lines, thereby hauling less load with more foreign exchange wasted on fuel charge;

(c) if so, the reasons for not anticipating it earlier and also for not increasing the production of electric locos at Chittaranjan;

(d) what were the conditions laid down in the original specification for 18 electric locos imported from ABB and Hitachi in respect of (i) DC component in Catenary, (ii) second harmonic in Catenary, and (iii) psophometric current in Catenary;

(e) whether the above specified limits were changed later, if so, the details thereof and the reasons therefor; and

(f) whether the above imported locos have automatic and speed control feature, for which additional amount had been paid and whether these are speed loops in operation or have they been by-passed, and if by-passed the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C K. JAFFER SHARIEF): (a) No, Si.-.

(b) Running of a few diesel locomotives on electrified lines is done due to operational reasons like non-electrification of certain branch lines, location of diesel sheds etc.

(c) The production capacity of Chittaranjan Locomotive Works has been enhanced from. 54 electric locos in the year 1985-86 to 11Q locos per year in 1993-94 to meet the requirement of traffic on the electrified routes.

(d) As per the original specification for the 18 electric locomotives imported from M|s ABB and Mis Hitachi, no value was specified with regard to DC component in Catenary and second harmonic in Catenary while psophometric current in Catenary was specified to be not more than 10A per locomotive.